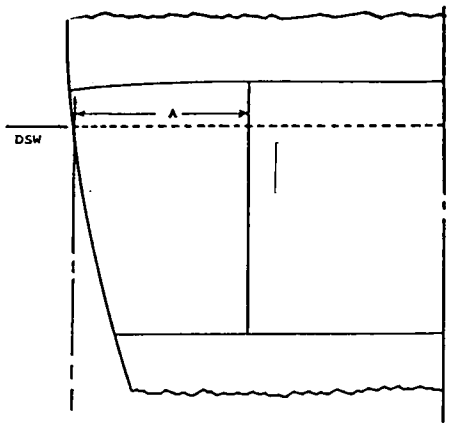
Figure 171.067(c)

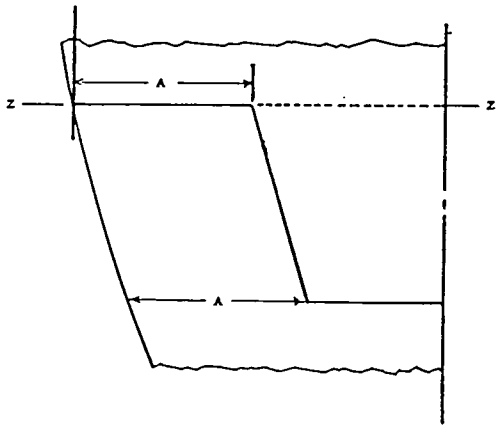
Limits of a Recess



Section Through Recess
At ZZ

A = One-fifth the maximum beam measured on the waterline corresponding to the deepest subdivision waterline.

DSW = Deepest subdivision waterline



Plan View of Recess at the waterline corresponding to the deepest subdivision waterline

§ 171.068 Special considerations for Type I subdivision for vessels on short international voyages.

(a) The calculations done to demonstrate compliance with § 171.065 for a vessel that makes short international voyages and is permitted under § 75.10–10 of this chapter to carry a number of persons on board in excess of the lifeboat capacity must—

(1) Assume the uniform average permeabilities given in Table 171.068 in lieu of those in Table 171.066; and

(2) Use a factor of subdivision (FS) that is the smaller of the following:

(i) The value from Table 171.065(a).

(ii) 0.50.

(b) For a vessel less than 300 feet (91 meters) in length, the Commanding Officer, Marine Safety Center may approve the separation of main transverse watertight bulkheads greater than that permitted by paragraph (a) of this section if—

(1) The shorter separation is impracticable; and

(2) The separation is the smallest that is practicable.

(c) In the case of ships less than 180 feet (55 meters) in length, the Commanding Officer, Marine Safety Center may approve a further relaxation in the bulkhead spacing. However, in no case may the separation be large enough to prevent the vessel from complying with the flooding requirements for Type II subdivision in §171.070.

TABLE 171.068—TABLE OF UNIFORM AVERAGE PERMEABILITIES

Location	Uniform average permeability
Machinery Space	$85+\frac{10(a-c)}{v}$
Volume Forward of Machinery Space	$95-\frac{35(b)}{v}$
Volume Aft of Machinery Space	$95-\frac{35(b)}{v}$

For each location specified in this table—

a=volume below the margin line of all spaces that, in the full load condition, normally contain no cargo, baggage, stores, provisions, or mail.

b=volume below the margin line and above the tops of floors, inner bottoms, or peak tanks of coal or oil fuel bunkers, chain lockers, fresh water tanks, and of all spaces that, in the full load condition, normally contain stores, baggage, mail, cargo, or provisions. If cargo holds are not occupied by cargo, no part of the cargo space is to be included in this volume.

c=volume below the margin line of the cargo, stores, provisions, or mail spaces within the limits of the machinery space.

v=total volume below the margin line.

[CGD 79–023, 48 FR 51017, Nov. 4, 1983, as amended by CGD 88–070, 53 FR 34537, Sept. 7, 1988]

§171.070 Subdivision requirements—Type II.

(a) Each vessel, except a ferry vessel, must be designed so that, while in each condition of loading and operation, it complies with the standard of flooding specified in Table 171.070(a).

(b) Except as provided in paragraph (c), each ferry vessel must be designed so that, while in each condition of loading and operation, it meets the standard of flooding specified in Table 171.070(b).

(c) A ferry vessel described in paragraph (d) of this section need not meet the standard of flooding specified in Table 171.070(b), except that a ferry vessel in Great Lakes service must at least have a collision bulkhead.

(d) Paragraph (c) of this section applies to a ferry vessel that—

(1) Is 150 feet (46 meters) or less in length; and

(2) Has sufficient air tankage, or other internal buoyancy to float the vessel with no part of the margin line submerged when the vessel is completely flooded. If foam is used to comply with this paragraph, it must be installed in accordance with the requirements in §170.245 of this subchapter.

(e) Except as specified in paragraph (f) of this section, each main transverse watertight bulkhead must be spaced as follows:

(1) If the LBP of the vessel is 143 feet (43.5 meters) or more, each main transverse watertight bulkhead must be at least 10 feet (3 meters) plus 3 percent of the vessel's LBP from—

(i) Every other main transverse watertight bulkhead;

(ii) The collision bulkhead; and

(iii) The aftermost point on the bulkhead deck.

(2) If the LBP of the vessel is less than 143 feet (43.5 meters) and the vessel does not make international voyages, each main transverse watertight bulkhead must be no less than 10 percent of the vessel's LBP or 6 feet (1.8 meters), whichever is greater, from—

(i) Every other main transverse watertight bulkhead;

(ii) The collision bulkhead; and

(iii) The aftermost point on the bulkhead deck.

(f) If a vessel is required by §171.060 to have a collision bulkhead in each end of the vessel, then each main transverse watertight bulkhead must be no less than the distance specified in paragraph (e) of this section from—

(1) Every other main transverse watertight bulkhead; and

(2) Each collision bulkhead.